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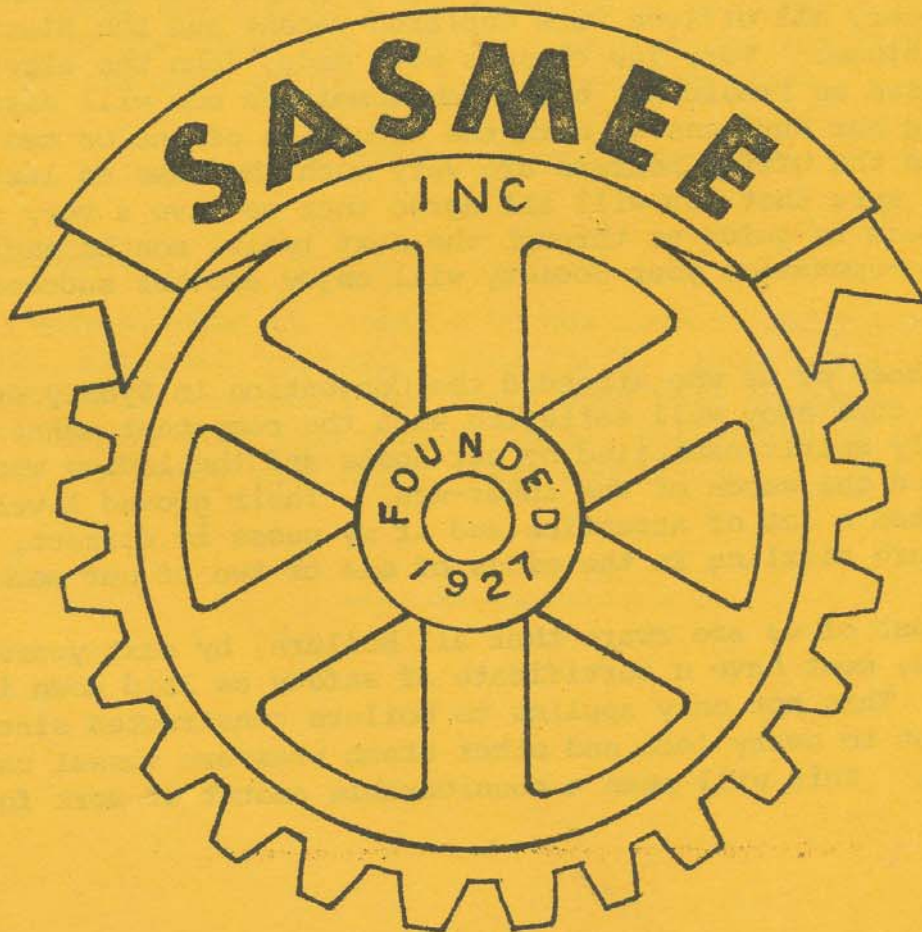
S A S M E E

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



EDITORIAL

Once again another year in the history of SASMEE has slipped by and our thoughts are focused on the coming months. So swiftly does time pass that the 1970 Convention during Easter next year will soon be the chief topic of conversation. With much to arrange to ensure its success, a considerable amount of planning will be required, and a sub-committee will shortly be formed to handle the various problems.

The Annual General Meeting and Election of Officers was held on the due date, and with the completion of business of the past year, all offices were declared vacant and the Election got under steam. Very few changes were made, John was elected unopposed as President, and 2 new Committee men will assist in running our business. With the exception of one or two other changes the Office Bearers are very much the same as last year. I feel sure that you will all agree that we have a very competent team to guide us through the next twelve months and with your co-operation your Society will enjoy another successful year.

Those of us who attended the Convention in Sydney over Easter came away well satisfied with the competent manner and friendly spirit exhibited by our hosts and the ladies who attended the needs of the inner-man. Their ground level track attracted a lot of attention and if my guess is correct, a few ideas are sizzling in the minds of one or two of our members.

Most of us are aware that all boilers, by next years Convention, must have a certificate of safety as laid down in the code. This not only applies to boilers constructed since last May, but to every loco and other steam pressure vessel used at SASMEE. This will mean a considerable amount of work for our

EDITORIAL (Contd.)

Boiler Safety Committee, so you are asked to give this matter your early attention and avoid the rush. There is no need to dismantle from the chassis, but all outlets must be plugged, water gauges removed, etc. Contact the Safety Committee and make an appointment.

An important decision was made at the May General Meeting regarding Members Annual Subscriptions. With several large expenses looming up it was felt that in order to maintain our standard, a greater income was necessary. The Subs. are now \$8.00 inclusive of Insurance and Bulletin. To fence our newly acquired ground and also the suggestion of another toilet block and possibly the services of a gardener will strain our resources too much, so the increase was decided on. Even now our Subs are under that of similar clubs.

NEW MEMBERS:

A warm welcome is extended to new members Jeffrey McPharlin, interest 'general', Doug Iliff, 'locos', and student members Allan Howe and Shane Mason both keen on boats. We hope that you will join with us in all activities of the Society and enjoy many happy hours modelling.

QUARTERLY AGENDA

GENERAL MEETINGS

1969

2nd Tuesday each month at 8.00 p.m.

10th JUNE

Report, Films and Slides on Sydney trip by S.A.S.M.E.E. Members.

8th July.

Film night.

12th August.

Show of Work.

INTERMEDIATE
MEETINGS.

(Informal) 4th Tuesday each month at 8.00 p.m. 24th June, 22nd July, 26th August.

COMMITTEE
MEETINGS

1st Tuesday each month at 8.00 p.m.
3rd June, 1st July, 5th August.

WORKING BEES.

1st Saturday each month at 2.00 p.m.
7th June, 5th July, 2nd August.

PUBLIC FIELD DAYS.

3rd Saturday each month at 2.00 p.m.
21st June, 19th July, 16th August.

FIELD DAY CANTEEN ROSTER

JUNE

G. THOMAS
A. SMALL

JULY

A. BOREHAM
B. HOMAN

AUGUST

L. PECKHAM
O. THOMAS

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTER
PLEASE PHONE SECRETARY: PH.79-5292
SO THAT A RESERVE CAN BE NOTIFIED
IN TIME.

'Please remember to bring the MILK'

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES

JUNE	7th	B. BROWN	AUGUST	2nd	N. KERNICK
	14th	T. ENGLAND		9th	I. CLARKE
	21st	P. GRISCTI		16th	B. BROWN
	28th	J. WAKEFIELD		23rd	T. ENGLAND
JULY	5th	C. HILL		30th	P. GRISCTI
	12th	A. BRABHAM	SEPTEMBER	6th	J. WAKEFIELD
	19th	J. WELCH		13th	C. HILL
	26th	D. IRVING		20th	A. BRABHAM

THE EASTER CONVENTION HELD AT WEST RYDE, SYDNEY
by CLARRIE BURDEN.

After a few days of packing and unpacking in order to get my Britannia, tender etc., plus bedding, clothing, cooking utensils and the 101 odds and ends necessary for such a trip, my wife and self left Adelaide on Monday morning, 31st March, destination we hoped, Sydney. Travelling via Morgan, Renmark, we reached Mildura at about 3.30 p.m. Here we hired an over-night caravan (strangely enough the same one that we had on our return trip from Moorabbin the previous Easter) and settled down for the night. Next morning we moved on and reached Griffith about 5.00 p.m., but were unable to get suitable accommodation and were obliged to push on to Rankine Springs where we put up for the night at the local inn. There being no parking area provided we were obliged to leave the Riley out on the highway just below our window. I was not very happy about this arrangement as the car held our temporary world possessions, not to mention my loco. Around about midnight I took a quick look over the balcony and as all seemed well, went back to bed. We arose about 5.30 a.m. and by 6.00 a.m. were on the road again. We passed through a couple of hundred miles of rain-drenched country, with ditches at the roadside filled with water, and noticed occasionally water streaming across the Highway.

That afternoon (Wednesday) we reached Lithgow and again secured a caravan for the night. The proprietor who lived next door invited us to spend the evening with his wife and self, and we gladly accepted. He showed great interest in SASMEE set up which I spoke about. They hope to visit Adelaide one day and promised to look us up.

We left Lithgow Thursday morning and soon after entered Katoomba, where we spent a couple of hours with a quick look around. After lunch we headed down the highway to Sydney, and arrived at the Ryde Caravan Park about 4.00 p.m., after getting badly bushed by faulty information from persons we asked for directions. The Caravan Park is very attractively laid out

THE EASTER CONVENTION AT SYDNEY (contd.)

and is very well kept, being about 5 miles from the Ryde Loco Track.

About 7.00 p.m. that evening Morrie Turner and Mrs. Turner arrived after doing the trip in 2 days (against our 4). Owen Thomas, Mrs. Thomas and children had arrived a couple of days before, and also Bert Collins and Mrs. Collins. John Wakefield and boys, and Dennis Irving arrived that evening. Later that evening the Turners and Collins visited our Caravan and we all spoke of our trip over.

Good Friday morning dawned at last and in convoy we headed off down Lane Cove Road and shortly arrived at the Sydney Live Steam Society's grounds. Here some time was spent greeting old friends and unpacking our locos. This being my first visit to Ryde, everything was strange and new. I was greatly impressed with the set-up which is set in a long narrow block of land. It consists of 2 Steaming up bays, a ground level track (accessible to the elevated track) and an elevated track which encircles about two thirds of the ground. The ground track (for further details see Morrie) has several sets of points, a cross-over and signals. It rides very firmly and it certainly has the feel of the full sized railways. The steam bay to which I was assigned was in the charge of Bill Richards, and he did an admirable job supervising the on and off of engines. A large roster board split up into the hours of the day ensured that everybody had his share of running. Morning tea was put on about 11.00 a.m. and lunch was served about 12.30 p.m. The ladies did a miraculous job of looking after the hungry visitors. Later on afternoon tea, and around about 5.00 p.m. running practically ceased, fires were drawn and engines put down for the night.

At 6.00 p.m. we adjourned to a hall hired for the occasion and sat down to a first class meal. This over, the rest of the evening was devoted to a film show (I won't mention the subject).

: THE EASTER CONVENTION AT SYDNEY (Contd.)

The next day, Saturday, was practically a repetition of Friday. After the evening meal in the same hall, the various visiting Presidents took the opportunity of thanking our Sydney friends for their hospitality and the ladies for the splendid way they had looked after us. This was then followed by another film show.

Sunday morning running was on again for those who wished, and during the afternoon we accompanied Bert and his wife on a trip to Palm Beach, a very beautiful resort a few miles north of Sydney Harbor.

On Monday morning a party of visitors was escorted over the Opera House.

Included in the SASMEE party were also Ralph Excell accompanied by his friend Mrs. Campbell, and Ralph Skewes who had brought his 'Jubilee' with him.

Another South Australian visitor was Max Munchenberg, a member of the Whyalla Society. Max has been assigned by his company, the B.H.P., to study certain aspects of his work at, I believe, Pt. Kembla and this happened to coincide with the Convention.

On Monday morning in company with John and his boys, Dennis, Morrie and Bert, we made the 60 mile trip to Wollongong and spent a very enjoyable day with the Illawarra Live Steamers. The track is situated in a beautiful setting with the new 5" line encircling the original one. It consists of 2 hair-raising viaducts over a deep gully with a stiff gradient up and down, and winds among trees and bushland for about One thousand feet. Upon leaving the station the track climbs a 1-50 rise and enters a cutting hewed out of the hillside and then descends a similar grade and over a creek bed which looks to be about 20 feet below.

THE EASTER CONVENTION AT SYDNEY (Contd.)

Although not yet completed it should be one of Australia's show tracks when the earthworks, bridges and general cleaning up are done and the members are to be congratulated on their site.

So far I have not mentioned details of the various engines and their owners, but I believe there were about 60 locos present at Ryde, plus a traction engine and some incredible miniature matchbox size working models. To attempt to describe all of these would require a book, and to pick out a few would be unfair to the others, so I will simply say that the modellers art was magnificently represented by members of each club attending. Speaking for myself I thoroughly enjoyed every moment of it and feel sure that everybody else did, and I hope that I can make the trip again.

On Easter Sunday morning a meeting was held in the hall attended by the various club members, and boiler code questions were discussed. No doubt our Safety Committee can enlighten you far better than I can as I was not present for the full meeting.

As mentioned before it would take too much space to describe all of the Locos displayed so will conclude by saying that the weather was perfect, and our Sydney friends did everything in their power to make our visit a very happy and pleasant one.

Leaving Sydney on Thursday morning, my wife and I headed for Canberra where a pleasant three days were spent. During our stay we visited Scrivener Dam which encloses Lake Burley Griffin, and were shown over the Royal Australian Mint where we watched out coinage being made. A drive around took us past a number of Embassies, the Prime Minister's Lodge, and we had a quick look at the Australian War Memorial. Sunday was spent

THE EASTER CONVENTION AT SYDNEY (Contd.)

at Uriarra Crossing on the Murrumbidgee River where we enjoyed a barbecue lunch, after which we drove to the Cotter Dam which is set in lovely surroundings.

On the way back we inspected, at the Canberra Railway Station area, "Engine No. 1210", which has been preserved. Attached was a plaque which read :

"Engine No. 1210. This engine first in operation in 1878, brought the first train into Canberra on the opening of the line on 25th May, 1914. Placed in position Feb. 1962."

The builders were Beyer Peacock 1878 and briefly the engine is a 4-4-0, Drivers approx. 6 ft. dia., 4 bar type crosshead, buffer beam appears to be wood, valve gear could not be seen, fitted with polished brass dome and a turbo alternator. Tender is an 0-6-0. The engine is set on rails and is enclosed with railings, thus preventing a real close inspection, and it appears to be in a good state of preservation.

Leaving Canberra on Monday we arrived at Bendigo on Tuesday afternoon, and called on Ernie Clark who had invited us there. Wednesday was spent running 'Britannia' on Ernie's garden track and Mrs. Clark entertained us at lunch. Colin Hol came along in the afternoon and the 3 of us spent a couple of hours enjoying a run on this track.

An invitation to tea at Col's home was gladly accepted and the evening was spent talking shop when the ladies gave us a chance. Leaving Bendigo on Thursday morning we reached Bordertown and stayed the night at a motel, and Friday afternoon saw us back home again.

Page 10.

S.A.S.M.E.E. CLUB NEWS.

Everybody was pleased to see Ralph Stephens at our April Field Day. Ralph, as most of us know, had the misfortune to develop heart trouble and was in the R.A.H. for some time. We all wish for your speedy recovery and hope to see you once again at our regular meetings

Brian Greenslade, one of our younger members has taken a job with the Ford Co. at Broadmeadows, Victoria. He wishes to retain membership, but as a country member, to which the Committee has agreed. We wish you good luck in your new job and every success.

Most members will remember Ken Middleton. In a letter he mentions that he has been appointed to a responsible job in Singapore. Ken will no doubt be pleased to hear from anyone who might care to write to him and here is his temporary address :

C/o, Philips Singapore (Private) Ltd.,
P.O. Box 1358
SINGAPORE.

Whilst at the Sydney Convention we met Tony Crosse also of Singapore. He and his RAF Band were here for the Sydney Show and he met some of us at Ryde. He handed me a roll of film depicting various scenes at SASMEE and elsewhere and we hope to show same at the June meeting. He hopes to be out of the R.A.F. in the near future and will probably settle in Adelaide and join our Club.

Page. 11.

S.A.S.M.E.E. CLUB NEWS (Contd.)

About 6 members of the V.M.S.L.S. Bendigo visited Adelaide during the March weekend and were entertained by members who put on a special run on the Saturday afternoon and Sunday morning. On Monday they visited Allinga Avenue and we spent the morning driving 'Britannia' around my garden track. We then had lunch and they departed on the long run home.

Whilst in Sydney I spoke to Les Lamp of the Lake McQuarie Society and he outlined the new track they are constructing and he hopes to have it in use by Christmas.

Alan Frankham suggests that a Social Picnic be held on a Sunday by members and families to Birdwood Museum. He states that the use of recreation grounds could be arranged by contacting the District Clerk, Mr. J. Grosvenor of Gumeracha.

The next meeting for the Social Sub-Committee will be held on 4th November 1969.

The next Convention will be held at Adelaide during the Easter Period 1970. A Sub-Committee will shortly commence preliminary planning to make the occasion a successful one.

Congratulations to Mr. & Mrs. Ian Clarke on the birth of a son, Christopher.

Several weeks ago I spent a pleasant afternoon visiting Syd Gabb's workshop. He showed me an interesting collection of Hot Air and Steam models which he has constructed with the aid of a 3½" lathe and other tools in his workshop. I was particularly taken with a hot air engine which drives a large fan and circulates the air in his workshop.

On the subject of Hot Air engines, a discussion on their operation engaged the attention of members at the March Meeting "Brains Trust" evening.

Also the merits and de-merits of 'O' rings versus graphited yarn were tossed around, and opinions seemed to be fairly evenly divided as to which type was the better.

At the May Annual Meeting it was decided to increase our Annual Subscriptions. Commencing on 1st June 1969 the annual fee will be \$8.00 including Members Insurance and the Bulletin. Student and Junior rates will remain as before.

Whilst in Sydney at Easter, John Wakefield, sons, and Dennis Irving paid a visit to the Broadmeadows Loco Dept. and South Maitland Loco Dept. Kev. Bruderlin of Lake McQuarie mentions this visit in their latest copy of Rail Talk.

Several ladies of Adelaide were conducted over the Opera House in Sydney at Easter and expressed their amazement at the magnitude of the building.

Very little use is made of the Bulletin by members who wish to buy, sell or exchange materials, or tools used in modelling. No charge is made, simply hand the Secretary a note re your requirements.

Perhaps some member would care to write an article for the Bulletin on the running, care and maintenance of Model Locos. It would prove very useful to those who have had no previous experience.

On another page you will find a list of materials for your model which are carried by John Welch.

Bulletins have been received from Lake Illawarra Live Steamers, Lake McQuarie Steam Loco Society, Queensland Society of Model Engineers, Steam Locomotive Society of Victoria, Whyalla Society of Model Engineers and Victorian Miniature Steam Loco Society. Space prevents from publishing notes from same, but they are regularly posted on the notice board for your perusal.

The Annual General Meeting and Election of Officers was held at 8.00 p.m. Tuesday, 13th May, and was well attended by members. The election was carried out smoothly using nomination forms handed out at the March meeting. Owing to an indisposition Fred Hercus who usually takes the chair on these occasions was unable to attend and Ron Collins ably carried out this duty. Very few changes were made. John Wakefield returned as President unopposed, Dennis as Minute Secretary, Ralph as Treasurer. Two new Committee members were elected,

Ian Clarke and Paul Griscti. Mark Grimshaw will now partner Grayson Calvert as Librarian and Doug Illiff, Paul Griscti, and Bob Brown will supervise the Loco track. Chas.Hill and Tom England are Vice-Presidents, while Mark Grimshaw and John Mell are in charge of the Steam House. With your humble self remaining as Secretary.

The Boiler Safety Committee will remain unchanged as it comprises, with the addition of Alec Bradley, members well versed in Boiler Construction and Safety measures. Other offices remain as last year. John is to be congratulated on being returned to his third year as President, and on his past record he definitely deserves our trust in the handling of our affairs. Ralph Excell announced his intention of retiring as Treasurer next May, and this will I believe, complete 25 years of unremitting devotion to SASMEE as Treasurer. I would like to thank all members for returning me as Secretary and will endeavour to act in that capacity to the best of my ability.

For your Model Engineering Supplies contact John Welch,
Phone 56.5348 for the following items:

HEXAGON HEAD STEEL SCREWS

BA SIZE	LENGTH	PACKET OF	
		50	100
8 BA (1/8 Hex Head)	x 3/16	57¢	1.07
	x 1/4	58¢	1.08
	x 3/8	65¢	1.23
6 BA (5/32 Hex Head)	x 3/16	58¢	1.09
	x 1/4	59¢	1.10
	x 3/8	73¢	1.40
	x 1/2	74¢	1.41

BA SIZE	LENGTH	\$	
		PACKET OF 50	100
4 BA (7/32 Hex Head)	x 1/4	61¢	1.14
	x 3/8	62¢	1.17
	x 1/2	78¢	1.48
	x 5/8	87¢	1.66
2 BA (1/4 Hex Head)	x 3/8	70¢	1.33
	x 1/2	79¢	1.50
	x 5/8	94¢	1.81
	x 3/4	96¢	1.85

ROUND HEAD RIVETS.

IN PACKETS OF 200 - ALL ONE PRICE - 56¢ Packet.

	<u>DIAMETER</u>	<u>LENGTH</u>
BRASS	3/64	x 3/16
	1/16	x 3/16
	1/16	x 1/4
	3/32	x 1/4
	3/32	x 3/8
COPPER	1/16	x 1/4
	1/16	x 3/8
	3/32	x 3/8
	3/32	x 1/2
STEEL (Softened and blackened)	1/16	x 1/4
	1/16	x 3/8
	3/32	x 1/8
	3/32	x 1/2
	1/8	x 1/2
	1/8	x 5/8

BRONZE & RESTLESS STEEL BALLS
IN PACKETS OF 20.

<u>DIAMETER</u>	<u>BRONZE</u>	<u>RUSTLESS</u>
1/8	16¢	19¢
5/32	20¢	24¢
3/16	21¢	30¢
7/32	26¢	36¢
1/4	36¢	45¢
9/32	44¢	57¢
5/16	56¢	70¢
3/8	81¢	95¢

Also Copper Tubing in 3ft lengths.

Nuts and Tails several sizes.

Approx. Prices, subject to increase.

Paul Griscti is still interested in locating patterns, so that he can catalogue them and renovate them if necessary. Right now he is especially looking for any 3½" 'Britannia' patterns, as new member Jeff McPharlin is starting to build one.

The following article, contributed by Bob Brown will appeal to all lovers of steam.

RECIPROCATING MOTION, THE GREAT MAGNETISM, by BOB BROWN.

The title of the type of motion which has propelled mankind for over 100 years.

At its beginnings, to us very crude in the form of mining pumping engines and today at its present form to name one only the Napier Deltic diesel engine.

The former was just a huge cylinder served with low pressure steam which was employed to lift a pump ram extending down the mine to the pump, being operated by the weight of the ram only.

The latter is a three crankshaft engine arranged in the form of an equilateral triangle with cylinders forming the sides, in which there are 2 pistons opposed to one another. Thus the expanding gas is brought to bear on 2 pistons travelling away from one another during the working stroke.

Between these two extremes in time we have a whole host of different types of engine. From mines to industry generally using great beam engines. Huge condensing engines of dimensions that today could only be described as immense.

Engines took to the road first, then iron road, in the form of the early locomotives, which to us were antiquated.

Ships were late adopting the reciprocating engine as power, for obvious reasons of storage of fuel. But when they did come what beauties they were!

I have for a long time tried to understand why this type of motion has fascinated young and old alike. It almost seems human! In the human body there are thousands of examples of simple machines at work. Muscles are merely push-pull machines, and the heart is just a reciprocating pump. Is it this parallel which has made this form of motion such a draw card? Or is it something different? Man has from his earliest had an ability to make music and in this if it is to have any meaning at all, there is a pulsating beat. Whatever the reason there has been these last 100 years or so this great fascination to the young, inspiring all boys to the time when they grow old enough to start work. The site of the huge gleaming quadruple expansion engines

in a pumping house, power house, or if the viewer is lucky enough, a ships engine room with its massive crankshaft and connecting rods turning at a speed which can be discerned and therefore enjoyed. Or the site of a large Pacific locomotive storming up a bank with a long train at 60 m.p.h. with every beat of the exhaust audible. Again a large "Garret" or "Mallet" locomotive "winding along" a large freight train.

These are the things we of our generation have witnessed since we could walk. We should be thankful to the end of our days that we have lived at a time when the great "unclothed" steam engines were at their peak. Today alas all moving parts are deemed dangerous and must be hidden from view. We should also be grateful, those of us who belong to a modelling Society to continue these sitings of moving geometry.

At the present time the younger generation have not the every day experience we had. The modelling societies can help to do this but I believe the absence of the majestic exhaust beat and the massive machinery revolving, leave us at the model society scene just a little short. These societies have a different attraction to the public, in that everyone is just astounded at what the "little thing" will pull. There is also something else, namely the soot, smoke, cinders, and hot oil. The public lap it up whereas 10 years ago the opposite was the popular belief.

Therefore fellow enthusiasts, while we work and play at our many reciprocating projects we are in pleasure keeping alive the great "unclothed" machines of the past so that those who allow themselves to be, can be fascinated as we were.

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PATRON

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COMMISSIONER, S.A.R.

VICE-PATRONS

MR. A.W. CROSSMAN
MR. C. SCHAUMLOFFEL

C.M.E. S.A.R.
LOCO. SUPERINTENDANT S.A.R.

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Assistant Treasurer	Mr. N. Kernick
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- Canteen	Mr. J. Moorfield
